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Attachment A

HEADQUARTERS

Langley, Virginia

1. Existing Facilities: Acreage - The Agency controlled property at Langley consists of approximately 170 acres.

In addition, the Agency had advised GSA/PBS that it would like "first refusal" on 32.22 acres known as the "Scattergood-Thorne" property, if the Bureau of Public Roads (the present assignee) desires to release it.

The Bureau of Public Roads property, generally to the west of the Agency property contains 361.5 acres.

Buildings - The Headquarters Building contains 1,259,727 sq. ft. gross of floor space. The Printing Services Building contains 67,262 gross sq. ft. of floor space. Total gross space in the buildings is 1,326,989 sq. ft.

The Bureau of Public Roads property has two buildings containing a total of approximately 69,000 gross sq. ft.

While the Agency site is adequately developed, including roads, walks, utilities, parking cafeteria service, etc., there is no available space, in the present buildings, to accommodate the Real-Time Readout Processing Center.

2. Construction Requirements: Utilization of the Headquarters site, or the adjacent Bureau of Public Roads site, would require extensive construction activity. The construction might be done by:

- a. Government funding through GSA, or possibly
- b. a lease-purchase arrangement with a private contractor (i.e., turn-key)

Another possibility would be to relocate Agency components presently at Langley to leased space in other buildings away from the Headquarters site. In that event, extensive alteration work to the existing building would be required, as would modification work to the leased space. A "checkerboard" program would be required to effect the necessary moves, as would funds for leasing and modification of the outside space.

3. Considerations:

- a. Depending upon final site selection, it will be necessary to construct additional parking, access roads, and walks.

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b. Certain utilities systems need extension, expansion, or provision made in additional construction for new, independent systems, such as primary and back-up power distribution, air-conditioning (chilled water) system, water distribution, steam distribution, telephone facilities, sewage collection and pumping, and classified waste disposal.

4. Advantages: There are a number of advantages to locating this facility at Headquarters:

a. Such action would compliment the Agency goal of consolidation of all feasible elements at Langley, which would lead to more efficient management.

b. Better security would be achieved

c. Langley is easily accessible by public and private transportation via all weather highways.

d. A majority of supporting facilities are available at the site.

e. No appreciable relocation of personnel would be required.

f. If NPIC were also relocated to Langley, new facilities could be completed while the existing ones continue to operate, providing a minimum of disruption.

g. If the Bureau of Public Roads property were obtained for Agency utilization, it would provide more room for this facility and provide a capability for additional expansion when necessary. Also security of Agency assets is further enhanced by physical space expansion.

It is possible that effective utilization of the existing Bureau of Public Roads Buildings could be made.

h. If the existing Headquarters Building were modified to accept this project, such work as necessary could probably be accomplished more quickly than new construction. Also the alteration work might be accomplished without extensive Congressional considerations and other approvals.

Also this approach would not indicate an abnormal "expanding Agency" image to the public or the Congress.

i. The "lease-purchase" approach to construction has the advantage of not requiring initial large fund approvals and outlays.

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5. Disadvantages (Limitations): There are a number of disadvantages to locating this facility at Headquarters:

- a. Suitable cover, if non-CIA is desired, would be difficult to achieve due to this location and its overt identification.
- b. Additional automobile parking will be required.
- c. An increase in the size or capacity of certain utilities systems will be necessary.
- d. If the operation is a separate building, an increase in the guard force will be needed.
- e. If NPIC remains at its present location, a separation of functional units might result.
- f. Considerable time for Congressional approval and completion of construction will result if "conventional" procedures are utilized.
- g. The "enlargement" of the Agency may result in unfavorable public reaction and Congressional (political) opposition.
- h. Efforts to obtain Bureau of Public Roads property could result in considerable Bureau opposition.
- i. Alteration of the existing Headquarters Building is limited by the physical characteristics of this structure such as location of columns, walls, utilities lines, etc.
- j. Relocating present occupants of Headquarters results in further decentralization or separation of the Agency, as well as implementing an expensive "checkerboard" operation.
- k. Approval by the Director would be required to acquire additional leased space.
- l. Construction contract by the "turn-key" method may create legal and other problems by creating private interest and investment on public property.

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